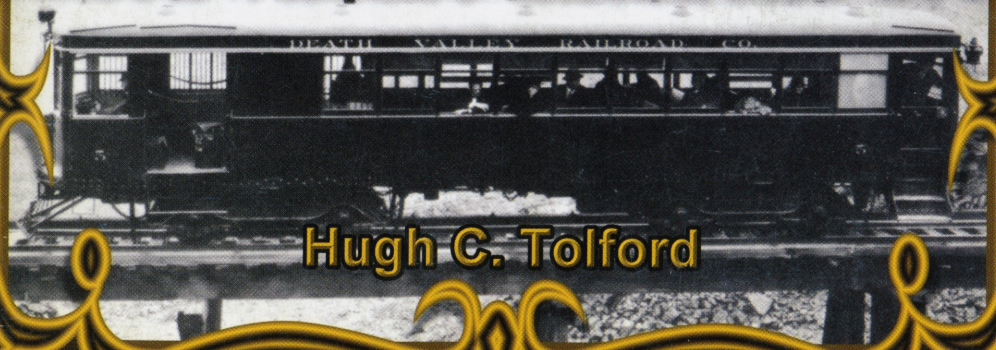
DEATH VALLEY '49ERS KEEPSAKE

Number 35

TAKE THE TRAIN TO DEATH VALLEY

DEATH VALLEY RAILROAD LTD.



Hugh C. Tolford

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Dee Dee Ruhlow, Burbank .....1st Vice President
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1951 John Anson Ford*
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1986 George Jansen*
1987 Mrs. Mary DeDecker
1988 Raymond J. Peter
1989 Harry Tucker
1990 Earl F. Schmidt
1991 Dave Heffner
1992 Perry Deters
1993 Galen Hicks
1994 Lee Crosby

*Deceased †Expired during term of office

COVER:

Lower: *The J .G. Brill Co., "BRILL CAR #5", in 1927, as it carried up to 38 passengers at a time, the 21 miles from Death Valley Junction to Ryan and back.*

Upper: *The J. G. Brill Co., "BRILL CAR #5", completely restored and on display at Laws Railroad Museum near Bishop, California.*

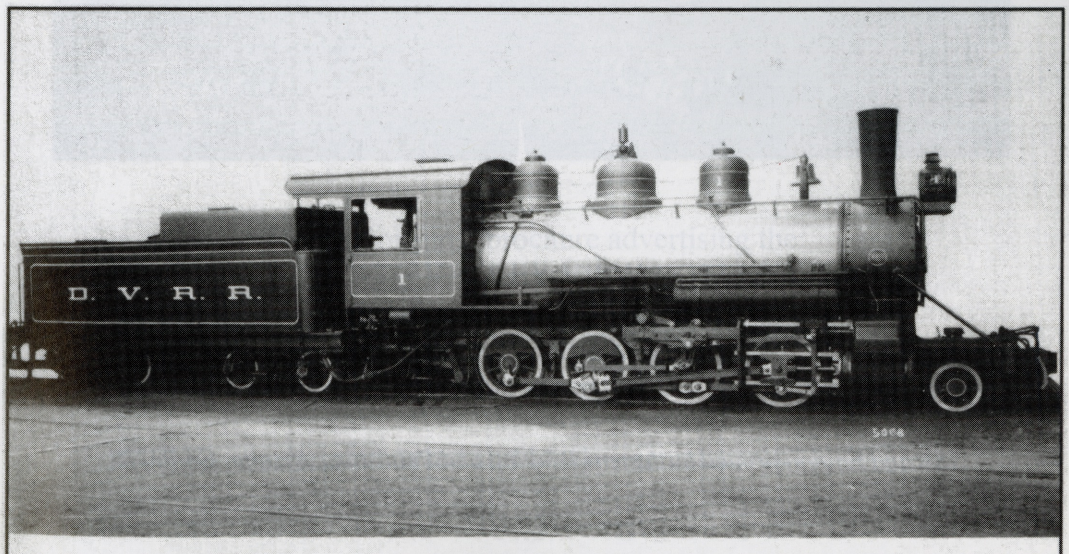
COVER DESIGN BY DANNY RAY THOMAS.
UPPER PHOTOGRAPH COURTESY OF DANNY RAY THOMAS.
LOWER PHOTOGRAPH COURTESY OF U.S. BORAX COMPANY.

TAKE THE TRAIN TO DEATH VALLEY
DEATH VALLEY RAILROAD LTD.

by Hugh C. Tolford

Keepsake Number 35

Originally Published for
46th Annual Death Valley '49ers Encampment
November 8 - 12, 1995
Death Valley, California



Built June, 1914 - Baldwin Locomotive Works

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Death Valley, California 92328

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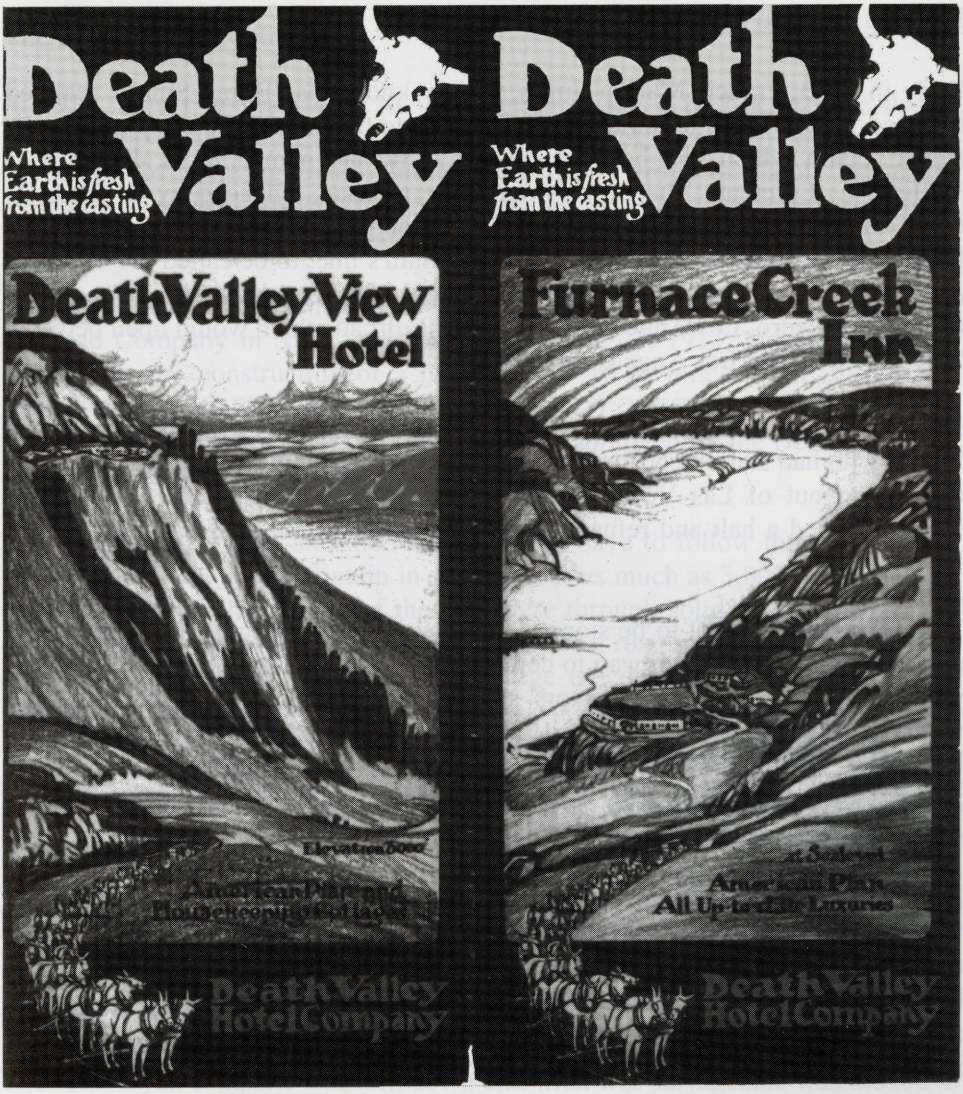


Front of original brochure advertising the:
DEATH VALLEY VIEW HOTEL,
elevation at Ryan is 3000 feet.
FURNACE CREEK INN,
elevation is sea level.

Brochure was printed in red and black – actual size 8" X 9" - 1927

First Railroad to Death Valley

Early in 1903, Francis Marion Smith, widely known as "Borax Smith" realized the need for a railroad to the Death Valley area to tap the rich borate ore from the Lila C claim which had been located in 1884 and named for a daughter of William C. Coleman. The nearest main-line railroad, financed by William A. Clark of Montana, and already under construction at this time, was the San Pedro, Los Angeles & Salt Lake Railroad. Smith's line, to be called the Tonopah & Tidewater Railroad Co. Ltd., would be about 120 miles long and connect with Clark's San Pedro, Los Angeles & Salt Lake Railroad which would open between Salt Lake City and Los Angeles in 1905.

However, there was no written contract between the two principals and once Smith, who had started construction in May, 1905, had completed about l2 miles of grading out of Las Vegas, Clark, in an effort to keep all the business to himself, called a halt and refused Smith connections with the S.P., L.A. & S.L. R.R.

"Borax" Smith was not to be stopped...by the middle of August, he negotiated a deal with the Santa Fe Railway to connect his railroad to the Santa Fe at Ludlow where they found a few prospectors' shacks, and not much else, except a severe water shortage. By the time the first mile of new line was surveyed, the grading had begun. Building the Tonopah & Tidewater quickly turned out to be a tough job. It took over nine months to complete eleven miles through the Amargosa River Canyon, working with over a thousand men and mules.

Finally after more than two years of building, the seven-mile spur to the Lila C. was completed from Death Valley Junction on August 16, 1907. The new mining camp consisted of four houses, the Company store, a boarding house, and a bunkhouse. Many of the men lived in dugouts in the mountain-side. The camp, such as it was, was named Ryan in honor of the Company's long-time superintendent.

During the final months of construction of the T & T R.R., a historic event had taken place. The Lila C had all of its equipment and people in place and the mine was ready to ship ore but it would be another two to three months before the railroad could be completed to the Lila C. In order to ship the ore, the Pacific Coast Borax Company once again called up the old twenty mule team and wagons to haul the ore to the rail-head during a long, hot summer.

The Tonopah & Tidewater Railroad, 169 miles long, was completed from Ludlow California, to Beatty, Nevada, in December, 1907, connecting to the Bullfrog Goldfield R.R., which gave them access to the booming gold fields to the north. Unfortunately, the panic of 1907 had hit those mining camps hard and the end of this great mining boom had begun. By 1910, the T & T would depend on borax to keep it alive.

The Death Valley Railroad

In 1912, only five years after the completion of the T & T R. R., the Pacific Coast Borax Company decided it was time to look westward to the Funeral Mountains overlooking Death Valley. Here was a group of claims located by William Coleman's prospectors in 1883 and '84: the Biddy McCarthy, the Grand View and the Widow.

The Board of Directors held a special meeting of the Tonopah & Tidewater Railroad Company in New York City on October 21, 1913, for the purpose of authorizing the construction of a new railroad 16.95 miles in length, entitled TONOPAH & TIDEWATER RAILROAD, BIDDY MCCARTHY EXTENSION, Inyo County, California. The railroad was duly approved by the Board and F.M. Smith, President of the Company.

The country was rough and the railroad would have to follow the hillsides, the track running around a mountain in some places as much as 3,000 feet above the floor of Death Valley. Many of the cuts were through solid rock. In the fall of 1913, Clarence Rasor made a location survey of a road to the Biddy McCarthy. John Ryan was appointed engineer in charge of construction and work began immediately with a crew of 325 men with 150 mules and Fresno scrapers. Ten months later on December 1, 1914, the railroad was ready for operation. *The Technical World* pronounced it "the most remarkable railroad in the world, in that it had a grade of no more than 1 1/2% in its entire 20 mile length, through rugged and tortuous mountain country." Only a few knew that the last mile of grade was 3 1/2% which made it necessary to cut the train (drop off some cars) every time it came in with extra freight.

When the first train arrived, the ore was piled up and waiting to be transported down the mountain to Death Valley Junction.

The "old" Ryan campsite was torn down and what was salvageable was moved to the "new" Ryan in the Funeral Mountains above the floor of Death Valley. Ryan became a permanent camp complete with a general store, employee housing featuring steam heat in the winter, and a railroad to provide transportation to Los Angles or wherever they needed to go. Automobile roads were miserable and very few residents owned their own transportation. The greatest problem however, was a water shortage which prompted signs to be posted every-where reminding the reader..."Don't waste the water; it has to be hauled in tank cars on the railroad."

The Company provided a recreation hall for the more than 200 residents, where motion pictures were shown weekly. Newcomers, seeing for the first time, the recreation hall with its Gothic windows were struck by its resemblance to a church, which it had originally been before being moved from Rhyolite to this

site in the Fall of 1918. There were occasional church services here also - whenever a minister showed up. And a swimming pool was built at the headwaters of Furnace Creek.

The town was named for John Ryan, then superintendent of all Death Valley operations. Borax Smith depended on him, and with good reason. He had been with the Company since the early days at Teels Marsh where he and the Smith brothers boiled cottonballs over mesquite fires to yield borax. He was the consummate employee for Pacific Coast Borax...disposing of almost any problem that arose. He seemed to be everywhere...overseeing construction and operations, signing drafts for railroad materials and equipment. He even signed the first passes issued by the new railroad. When he died in May, 1918, he had been with the Company over 40 years.

Another valuable person was Harry Gower who had joined the Company as a temporary in 1909, becoming a full-time employee by 1914 as an engineer assisting John Ryan in the construction of the Death Valley Railroad.

When it was decided to open the Ryan townsite and its facilities to tourists coming to Death Valley, Harry Gower was placed in charge of managing Ryan and its new tourist facilities beginning in 1928. He was joined by his wife Pauline and their young daughter Mary Lillian. After Ryan closed down in 1930, they moved to Death Valley Junction where the Gowers managed the hotel, restaurant and other facilities.

In 1928 production of borate at Ryan ceased. An even richer new deposit had been found in the Mojave Desert almost under the hoofs of the old twenty mule teams as they had crossed the desert from Death Valley to Mojave some forty years before. The ore find at Boron was located only three miles from a railroad, over flat desert country. The new ore would be cheaper to mine, cheaper to transport, and cheaper to refine.

Make Way for the Tourists

By early 1925, growing public interest in Death Valley prompted the Pacific Coast Borax Company to explore ways to promote tourism and concluded that a new hotel would be a good investment. The mining camp of Ryan already had facilities in place that could be converted to a hotel and restaurant.

One of the first sites suggested for a new hotel, was Chloride Cliff, the townsite of a recent gold rush. The Company asked one of its employees, Dave Aspland, then general agent for the Tonopah & Tidewater at Goldfield, Nevada, to check the suitability of this location. He did, and reported back that although the views westward into Death Valley were spectacular, there was little water avail-able and public access to this place would be difficult.

The search continued until all parties including Frank M. Jenifer, Vice President

of the Company, suddenly realized that the knoll above the floor of Death Valley near the mouth of Furnace Creek Wash was the ideal place for a hotel. Besides, Furnace Creek provided an ample water supply. During the search for the right location, the Company had invited Nellie Coffman, the founder of the successful Palm Springs resort, to come to Death Valley, view the site selected and give her approval.

The Furnace Creek Inn opened quietly in February of 1927, since not too many tourists knew about it. During the summer of 1927, aggressive promotion plans were hatched by the newly formed Death Valley Hotel Company with headquarters in downtown Los Angeles.

Two of the major transcontinental railroads, the Union Pacific and the Santa Fe, agreed to promote package tours from May 1 to November 1. On the Union Pacific Railroad, tourists could board the westbound Salt Lake - Los Angeles train or the eastbound train from the Los Angeles Station. Their Pullman cars would be dropped off at Crucero, a Mojave Desert stop.

The Santa Fe Railway arranged a schedule with their two westbound and eastbound trains. The Chief and The Missionary trains would drop off their Pullman cars at Ludlow, some 25 miles south of Crucero.

The Tonopah & Tidewater would pick up these Pullmans from both Ludlow and Crucero stations, either pulled by a steam engine or the new Gas-Electric self-propelled combination express, baggage & passenger car, purchased from the St. Louis Car Company (first of the new gas-electrics to operate in California).

Upon arrival at Death Valley Junction, passengers were escorted to the restaurant for breakfast. Then they climbed aboard a gas engine powered passenger car, the Death Valley Railroad #5, for an exciting 20 mile ride; crossing trestles, climbing and curving, as the Brill Car snaked its way through the Funeral Mountains. After one hour and five minutes they arrived in Ryan. Stepping off D.V.R.R. #5 in the little mining camp at an elevation of 3,000 feet, they were treated to a spectacular view of the surrounding mountain ranges and the floor of Death Valley far below.

Both railroads promoted tours to Death Valley with newspaper and magazine advertising in addition to featuring large displays in the windows of their respective ticket offices in downtown Los Angeles.

The motion picture industry discovered Death Valley and many movies were filmed there beginning around 1925. In April, 1927, the Fox Motion Picture Company arrived via Union Pacific train #4, the Tonopah & Tidewater R.R. and the Death Valley Railroad. The troupe consisted of 50 people including movie stars Lois Moran and Warner Baxter and required two Pullman cars and four

baggage cars to move the people and equipment. In addition, ten tons of hay to feed the movie stock was enroute to Death Valley Junction.

The Pacific Coast Borax management suggested the following to the Death Valley Hotel management...."As a rule, I do not think you will make much...try to keep 2 people in a room so as not to tie up all of our accommodations at this reduced rate. They demand a lot and are not very careful of the premises they occupy. We don't make much money but it's April, toward the end of our season...we would be foolish not to take on this business...and don't let the bookers advertise what rates are being charged."

The railroads also advertised that if one wished to arrange a tour to Death Valley with friends, a special Pullman for 25 or more people could be ordered for Union Pacific train #4 from Los Angeles at 9:30 p.m. for the three-day journey.

Many visitors to Death Valley were pleased with the new Furnace Creek Inn and its wonderful accommodations. However, Horace Albright wrote to Frank M. Jenifer telling him about a letter he had received from Frederick Law Olmstead, America's greatest landscape architect, about his family's trip to Death Valley. "They did not stay at the Furnace Creek Inn but preferred to stay at Ryan because it embodies the spirit of Death Valley according to their notions." Mr. Olmstead feels strongly that you (the Company) should "continue to operate Ryan as a mining camp...disturbing it as little as possible in order to provide for the comforts and conveniences required by the public."

Many letters were written to the two transcontinental railroads in addition to the Tonopah & Tidewater asking about touring Death Valley. There were letters from Germany, England, and Australia along with letters from a young reporter and later newscaster, Lowell Thomas and a future World War II General, H.H. "Hap" Arnold.

In 1929, the Company decided to discontinue all Death Valley Railroad operations. Trains #1 and #2 ran on their last trips to Ryan on February 21, 1930. The entire railroad, equipment and trackage were moved to Carlsbad, New Mexico, where it would be re-built to serve their U.S. Potash operations. One locomotive was eventually returned to Death Valley for permanent display at Furnace Creek Ranch.

The loss of the little railroad to Ryan was not the end of tourist business by rail. The Union Pacific Railroad continued to operate Pullman cars over the Tonopah & Tidewater through the 1938 winter season, the Santa Fe Railway connection having been abandoned in 1933. Tourists were transported from Death Valley Junction by Union Pacific Stages operating seven-passenger motor cars.

Today, travelers along Highway 190, from Death Valley Junction, can trace the abandoned right of way of the Death Valley Railroad. Traveling east on this

same highway from Furnace Creek, they can view the deep cuts of the right of way along the base of the Mesa Negra Range leading into the old mining camp of Ryan.

Borax Smith's 169-mile long Tonopah & Tidewater is also gone from the scene. No long freight trains huff and puff up the grades of the Amargosa River Canyon. Gone are the excited stampedes of people to the gold and silver camps, riding the T & T's buffet and reclining chair cars or the Pullmans equipped with Baker heaters.

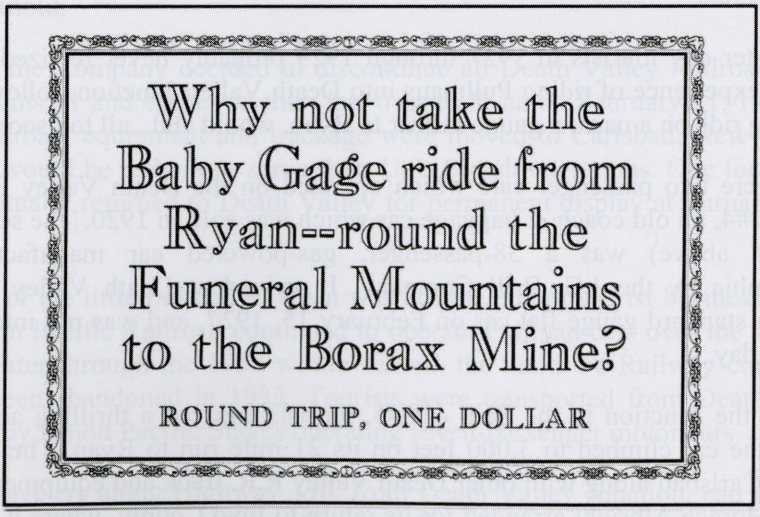
Those later day tourists in 1927 through 1929 probably never realized that the fun and experience of riding Pullmans into Death Valley Junction, followed by a bouncing ride on a narrow gauge railcar to Ryan, would end...all too soon.

There were two passenger cars which operated on the Death Valley R.R. The first was #4, an old coach & baggage car which was sold in 1920. The second car (pictured above) was a 38-passenger, gas-powered car manufactured in Philadelphia by the J.G. Brill Company. It arrived at Death Valley Junction aboard a standard gauge flat car on February 15, 1927, and was put into service the next day.

Leaving the Junction in the Brill car #5, tourists enjoyed a thrilling and scenic ride as the car climbed to 3,000 feet on its 21 mile run to Ryan. The Brill car went to Carlsbad along with other Death Valley R.R. track and equipment. In the 1960's, Horace Albright arranged for its return to Inyo County, where it is stored at the Laws Railroad Museum near Bishop.

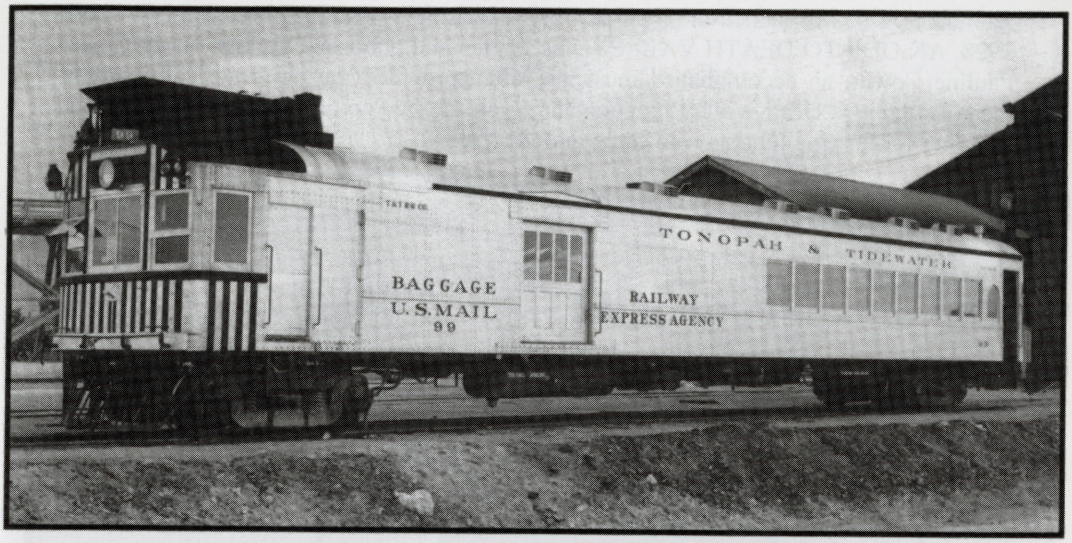
Charlie Scholl, long-time Company employee, relates how some residents of Ryan would board Brill Car #5 late on Saturday afternoon and ride down to Death Valley Junction to take in the weekly dance. The return ride could be fun, especially on moonlight nights, with the Brill Car rounding the last bend of the narrow gauge tracks to suddenly come upon the electric lights of Ryan about 1:30 in the morning.

From 1914 on, six mines in the district were opened and connected by a two-foot railroad known as the "baby gauge." It wound and tunneled its way through the mountains for seven miles, transporting men and ore.



The Union Pacific R. R. brought WAMPAS BABY STARS (Western Association of Mo
Picture Advertisers)to Death Valley to promote tourism by rail and posed them with Brill
Car #5. The year this photograph was taken, Jean Arthur and Loretta Young won the
annual award for the most promising new Hollywood Star.

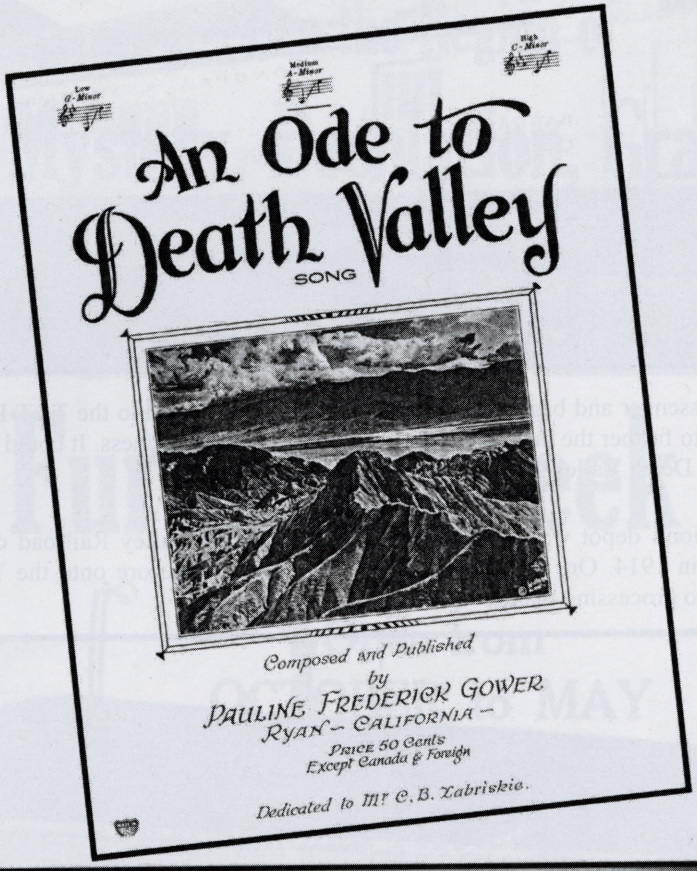
Two-color flyer issued October, 1928, for the winter season by the Death Valley Hotel Company, Los Angeles.



This gas-electric passenger and baggage locomotive #99 was delivered to the T&T R. R. in December,1928, to further the development of the winter tourist business. It could haul two Pullman cars to Death Valley Junction.

Death Valley Junction's depot was a busy place once the Death Valley Railroad commenced operations in 1914. Ore trains from Ryan off loaded borate ore onto the T&T trains for shipment to processing plants.

Zabriskie Point was named in honor of Chris Zabriskie by Harry Gower late in 1927. In 1928, AN ODE TO DEATH VALLEY was written and published by Mrs. Harry Gower. Pauline Cower, an accomplished musician, often provided the only musical entertainment available at Death Valley Junction and Ryan for the Pacific Coast Borax employees and later for the first tourists who came into the Valley.

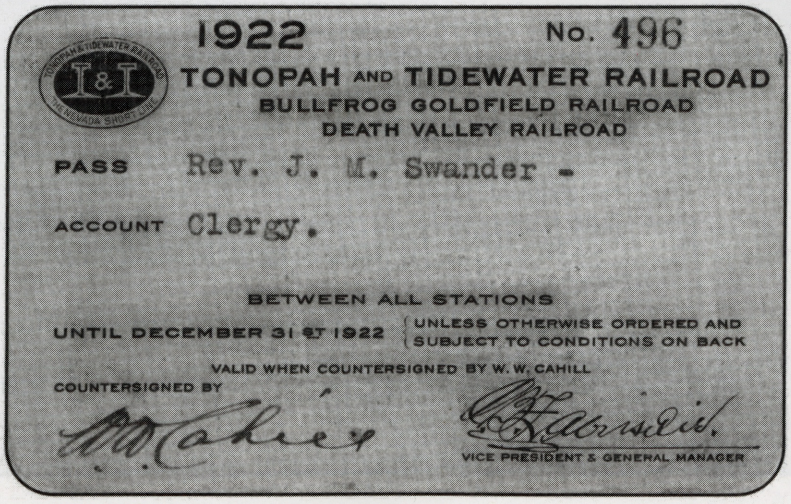


Music at Ryan

And the Band Played On! Sousaphones, cornets, trombone, banjo and drum made up the 11-piece Death Valley Brass Band when they played at Ryan.

RYAN'S RECREATION BUILDING

This recreation building was originally a Presbyterian Church - the first Protestant Church built in Rhyolite. In 1968, the author met Reverend J.M. Swanders - then 92, living in Glendale. Swanders remembered leaving Los Angeles on the night train and arriving in Rhyolite on Thursday, February 14, 1907. He discovered that his congregation consisted of six persons. Within a month he raised enough money, mainly from stockbrokers at the Rhyolite Stock Exchange, to build this church with its Gothic windows. Its original belfry has been removed.


1922 No. 496

T&T

TONOPAH AND TIDEWATER RAILROAD
BULLFROG GOLDFIELD RAILROAD
DEATH VALLEY RAILROAD

PASS Rev. J. M. Swander -

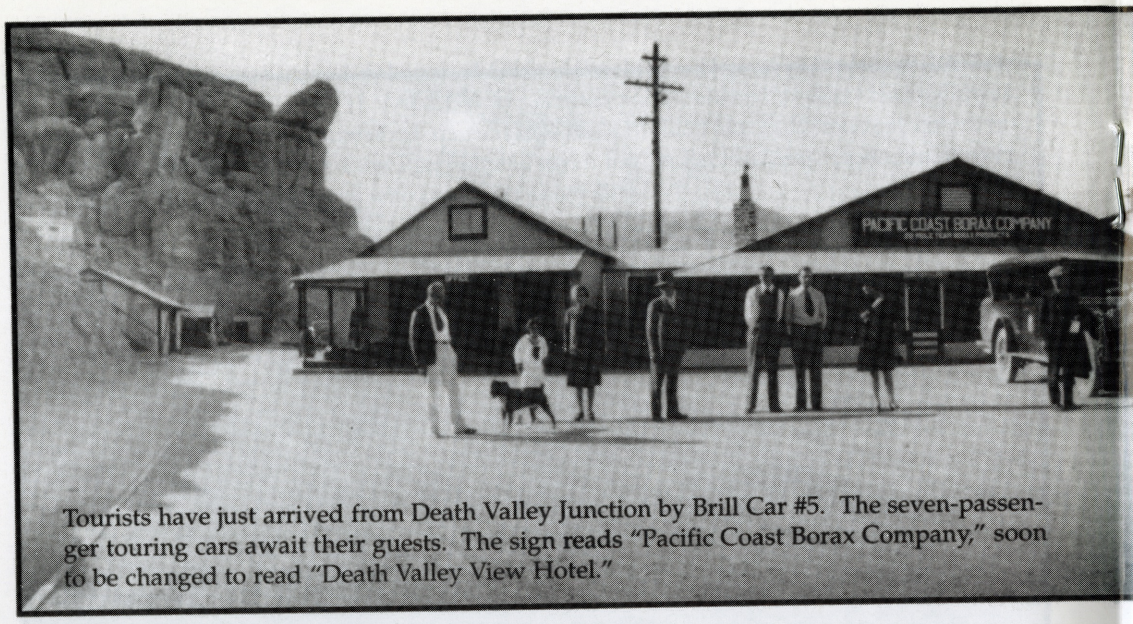
ACCOUNT Clergy.

BETWEEN ALL STATIONS
UNTIL DECEMBER 31 ST 1922 { UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK

VALID WHEN COUNTERSIGNED BY W. W. CAHILL

COUNTERSIGNED BY W. W. Cahill

VICE PRESIDENT & GENERAL MANAGER



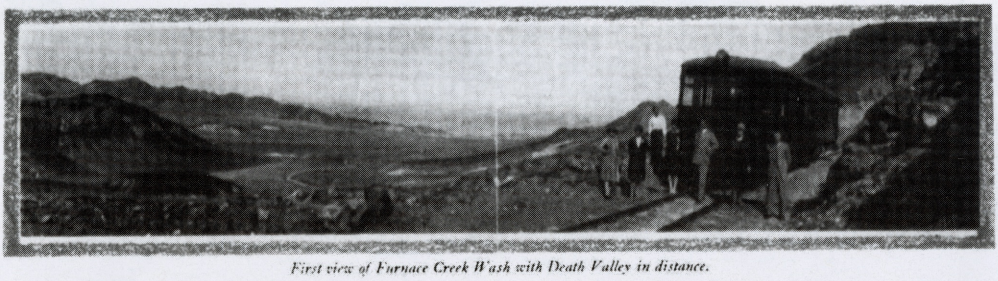
Tourists have just arrived from Death Valley Junction by Brill Car #5. The seven-passenger touring cars await their guests. The sign reads "Pacific Coast Borax Company," soon to be changed to read "Death Valley View Hotel."

"We booked our first trip to Death Valley at the Glendale office of the Union Pacific Railroad...the price to each individual was $47.50 complete, except for Pullman charges. We left Los Angeles about 6 p.m. and arrived at Death Valley Junction in the morning. On our arrival there, we were taken to the large community house - an institution almost by itself - which was owned and operated by the Pacific Coast Borax Company. This large building contains many rooms, stores, a dining room, assembly halls and stands - a conspicuous landmark on the desert land. After having a very good breakfast, we got on the gasoline propelled car which runs on rails to Ryan, a distance of about 20 miles.

The altitude of Ryan is 3,000 feet and this small town contains a large borax works. While there, we met Mr. Riddle, one of the pleasant agents of the Union Pacific R.R. Co., and his charming family. From Ryan, we were transported in a Cadillac car to various points in the Valley....having been driven by auto back to Ryan, we returned via gasoline rail car to Death Valley Junction where we had dinner at the community house afterward boarding our train for Los Angeles."

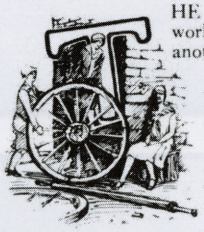
Excerpts from a letter written by Joseph Newsome of Glendale, California to the Union Pacific R.R. on May 6, 1928.

Ryan 1918



First view of Furnace Creek Wash with Death Valley in distance.

Weird Death Valley—Unique in a World of Wonders.



THE great West, hostess to the world, has opened for her guests another of those primal mysteries long hedged about by hazard of hardship and death. With the Yellowstone, Grand Canyon, and Yosemite she invites the world to view the dire and dreadful Death Valley—with all danger removed and all thrills retained.

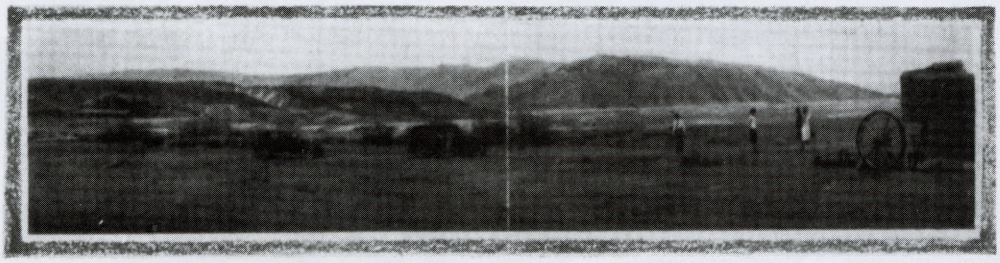
The story of Borax is the great human romance of Death Valley. Footnotes and marginal illustrations in the way of disintegrating adobes, wagon wheels, and the like, dot the landscape. The gentle reader journeys from one chapter to another, comfortable in the best of automobiles, a theatre rolled from point to point in a spectacle too gigantic for any stage.

But the human romance of Death Valley, for all its heights and depths of daring, endurance, and achievement, is insignificant beside the splendor of the awe inspiring terrestrial romance, old Earth herself in action. Creation is in progress here, not an accomplished fact done with, ages ago.

Color is one impression of Death Valley—color, a crescendo of color. It is not earthen—metallic is too dull. It is living light. Over a base tone of opal and mother of pearl let the artist land heavily with highly polished metals. Pale gold, deep gold, ruddy gold, and coppers make up the Golden Mount. Platinum and purple bronze dominate in the "Chocolate Sundae" hill. The Valley floor must be made of jades and turquoise and rose quartz, with the pearl foundation showing thru. All the jewels of the high priest's breast-plate are inadequate for the walls. Their many colored richness is set off by great folds of snowy whiteness contrasted with areas of velvety blue black.

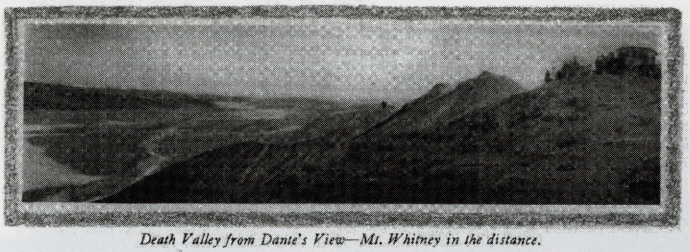
But color alone does not make the fascination of Death Valley. It holds by form also, dynamic, majestic. In the Pyramid Mountains, Nature has just broken open the crust of her latest baking and left the edges standing upright. Thru 20 Mule Canyon the road writhes along deep walls of cream velvet soil, too new to show erosion, without a sprig of life.

In variation of form and color Death Valley exceeds the Grand Canyon. Where Grand Canyon is the product of erosion in horizontal strata more or less homogenous, Death Valley is poured out, newly melted, in forms that seem not yet hardened, and in variety of substances showing forth a color range without rival. It is this white hot plastic quality of the Death Valley that places it at the other extreme from Yosemite, the gray granite cliffs of which were chilled and crystallized eons before playful Nature split them apart. Unlike the Yellowstone, which seems painted and tinted by chemicals, the color of Death Valley goes thru and thru, inherent in its substance.



Remains of Harmony Borax Works.

The first tourist brochure - 1927



Death Valley from Dante's View—Mt. Whitney in the distance.

The Devil's Golf Course, bottomless bed of salts, soda, borax, potash, common salt, etc.

TO get the idea of Death Valley, first drive around and up to Dante's View, (6000 ft.) so as to come upon it by surprise. Directly below is the lowest point (–310 ft.) in the hundred and fifty miles of fluid looking floor. It is hard to believe this winding river of frothy cream is not moving. Study the broad expanse, with its islands of rose and purple.

Across is the morning-glory-colored Panamint range, snowy Telescope Peak (11045 ft.), dripping long shining stands of canyons like quicksilver. Beyond is Mt. Whitney (14502 ft.) At one view is thus seen the highest and lowest points in the United States.

"Dante's View!" Only he, the one in a millenium, could do it justice.

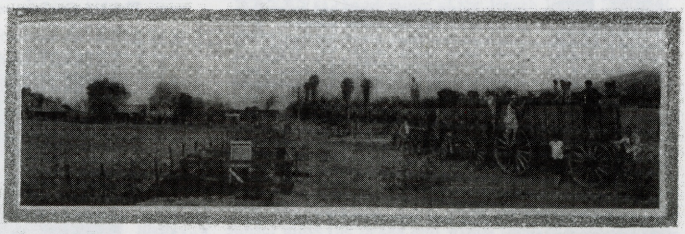
In early Spring the myriad delicate desert flowers line the waysides of the higher levels, their daintiness soothing to emotions strained to the limit by titanic marvels.

CIRCLE about this pit of new stuff. Good roads now thread Death Valley in all directions.

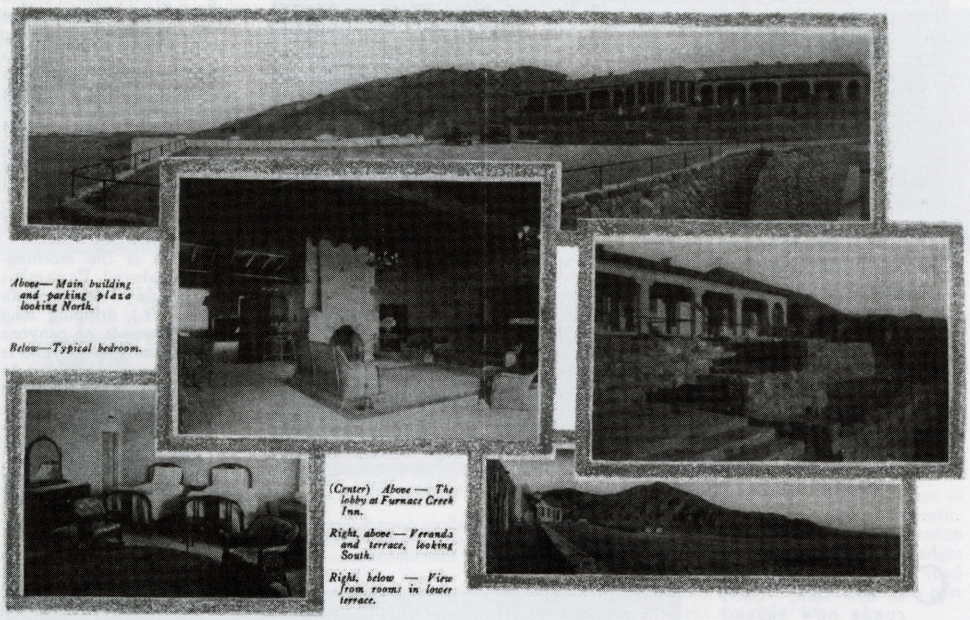
Drive down to the great salt beds of the lowest part. Jagged blades as thin as a palm and as hard as iron push up all about, with corresponding sinks guarded by knife like points. No bottom has yet been found. It is two miles wide and known as the Devil's Golf Course. The Devil's Speedway is just beyond, smooth and hard as concrete. Salt Pools, marvelous in myriad crystalizations are included in the Tours and are easily reached by auto.

Drive up along the ridge to Zabriskie Point, a pinnacle right in the heart of the weird plantless ranges already viewed from the heights and from the bottom.

Zabriskie Point, center of unearthly desolation.



Furnace Creek Ranch—with lowest meteorological station in United States and old 20 Mule Team borax wagon.



Above— Main building and parking plaza looking North.

Below—Typical bedroom.

(Center) Above — The lobby at Furnace Creek Inn.

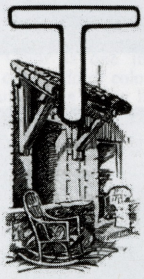
Right, above — Veranda and terrace, looking South.

Right, below — View from rooms in lower terrace.

FURNACE CREEK INN

DEATH VALLEY, CALIFORNIA

Every luxury that the most highly finished metropolitan hotel can furnish is here set forth in the very center of an unfinished creation.



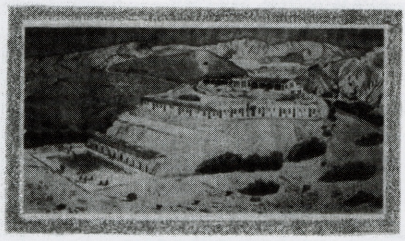
THE FURNACE CREEK INN just at sea level at the edge of the Furnace Creek Wash, dominates by its unique architecture, rock terracing, and coloring, as well as by its position. It commands a magnificent view in all directions. Swimming pools, saddle horses, tennis courts and automobile livery are at the disposal of guests.

Up in the Wash above the Inn gushes forth sweet warm water, the Travertine Springs. Reinforced by the cold Texas Spring it is not only abundant water supply for the hotel and swimming pools, it furnishes electrical power for lights, ice plant and complete modern hotel equipment. Past the base of the hotel pyramid the singing silver thread glitters joyously to the old Furnace Creek Ranch, the one cultivated area of the country.

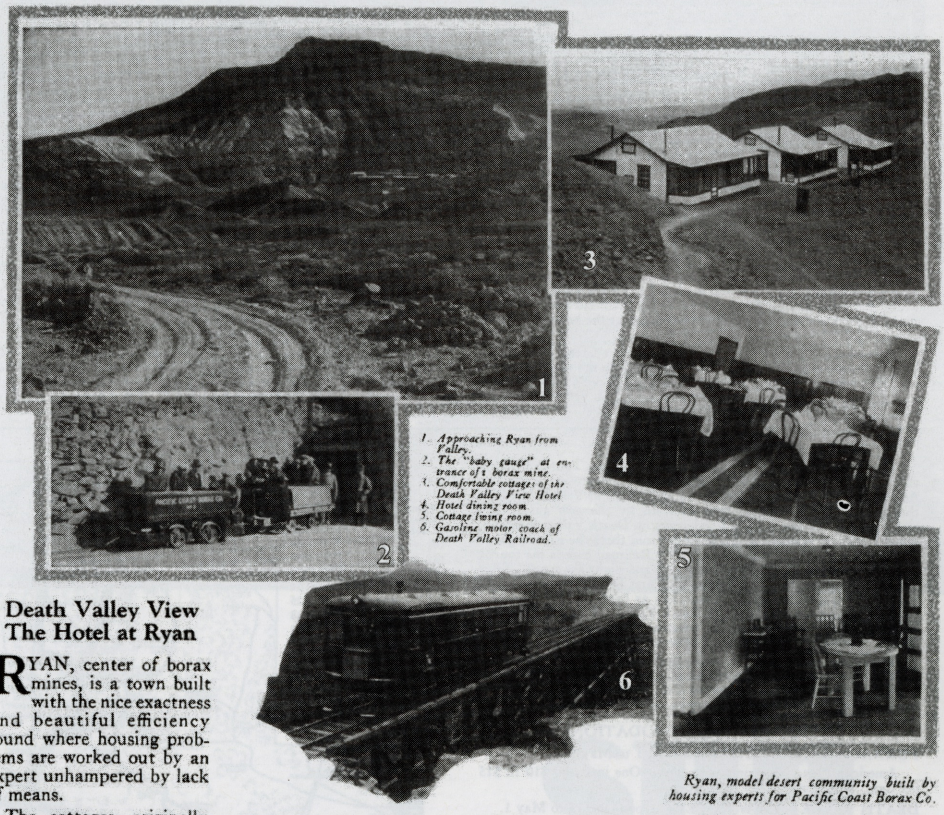
Here dates flourish, surrounded by alfalfa fields and tamarisks. Winter vegetables, milk, poultry and eggs produced supply much of the table for the Inn.

The Inn includes a large lobby and commodious dining room from which spread two wings of bedrooms all opening into the deep arched veranda that encircles all the main building. Deep fountained terraces, rock walled, drop down to the parking plaza level with the roofs of the bungalow rooms on another terrace yet below.

Each bedroom is tastefully draped, conveniently lighted, heated by open fireplace, and furnished with twin beds, comfortable chairs, desk and dresser. Every bedroom has extra large closets and bath room. Finished simplicity reigns thruout.



Architect's sketch of Furnace Creek Inn completed.



1. Approaching Ryan from Valley.
2. The "baby gauge" at entrance of a borax mine.
3. Comfortable cottages of the Death Valley View Hotel
4. Hotel dining room
5. Cottage living room.
6. Gasoline motor coach of Death Valley Railroad.

Death Valley View The Hotel at Ryan

RYAN, center of borax mines, is a town built with the nice exactness and beautiful efficiency found where housing problems are worked out by an expert unhampered by lack of means.

The cottages, originally for company officials, offer the utmost of comfort and convenience for living in a desert climate. They are completely furnished, with hot and cold water, electric lights, fuel, bed linen, and silver.

Hotel rooms are in large detached buildings, surrounded by screened verandas. They are steam heated, electric lighted, handsomely furnished and have hot and cold water. Some rooms have fireplaces.

In the community dining room, excellent meals are served at moderate prices. Counter service also.

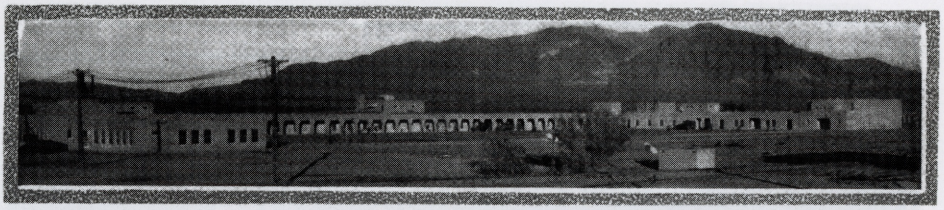
The general store supplies fresh fruits, vegetables and meats as well as a complete line of staples. Post-office and telephone connect Ryan with the world.

Excellent tennis court, and community recreation hall.

Ryan, model desert community built by housing experts for Pacific Coast Borax Co.

RYAN is the terminal of the Death Valley Railroad, and the point of departure for all the trips into the Valley. It rests at an elevation of 3030 feet at the foot of Mesa Negra, the "black table" whose sooty top caps slopes of the variegated cream and rose and jade colors seen in bonbons and soaps.

The marvel of the scenery, ever changing as the hours pass, is only mildly suggested by the name chosen for the hotel, Death Valley View. From the time the first light touches the top of the Panamints with pink, and slides down their mysterious slopes to rout the darkness from each cavelike canyon, till sunset gilds the peaks and wraps them in royal purple, the drama of color grips the emotions. On clear moonlight nights the Valley is visible thirty miles away.



Model community of the Pacific Coast Borax Company at Death Valley Junction. Here excellent meals are served to the public, and accommodations may be had for any length of stay.

HOW TO REACH DEATH VALLEY

At Crucero, on the Union Pacific Railroad, connection is made with the Tonopah and Tidewater Railroad to Death Valley Junction. From there the narrow gauge Death Valley Railroad goes to Ryan, model town 3030 feet high on the Mesa Negra at the head of Furnace Creek Wash.

From Ryan the fifteen miles down to Furnace Creek Inn is made by automobile or by Union Pacific motor bus. In the season, regular bus schedules make the Valley's Rim, the Devil's Golf Course, Furnace Creek Ranch, old Harmony ruins and other points for more than fifty miles along the floor, below sea level. From Ryan is arranged a six-mile tour on the baby gauge railroad thru terraces and tunneling of the borax mines, with superb vistas.

Private autos for hire at Ryan and at Furnace Creek Inn, and saddle horses at the Inn.

ROADS

While the quicker and more comfortable way of reaching Death Valley is by the railroad, those preferring to travel by automobile will find good desert roads north of Baker on the Arrowhead Trail, up to which point the highway is paved. The sketch map below shows this and other roads, also railroad connections.

SPECIAL TOURS

From Nov. 1 to May 1, special All Expense Tours, allowing three full days and two nights in Death Valley proper, leave Los Angeles on Tuesdays and Fridays of each week at 9:30 P.M. The through Pullman is carried from Crucero by the new gas-electric motor cars of the Tonopah and Tidewater to Death Valley Junction, where stop-over is made for breakfast. From there the narrow gauge gasoline motor coach of the Death Valley Railroad carries the tourist the 21 miles to Ryan, where the first day and night are spent. Trips from here include the Baby Gauge Tour and Dante's View. Second and third days, with Furnace Creek Inn as base, include trips to a dozen major points of interest in Death Valley. Arrive Los Angeles 7 A.M. of fourth day. Cost for complete tour, except Pullman, is $53.25. Corresponding fares from other points.

Special side ride tours for trans-continental passengers from the East or West are arranged to allow two days and one night in Death Valley proper. They leave Crucero 7:45 A.M. Sundays and return there for train at 10:19 P.M. Mondays, total cost, $35.50.

RATES AND ACCOMMODATIONS

FURNACE CREEK INN: Open Nov. 1 to May 1.

American Plan. All rooms with bath. One in room, $10 to $15 per day. Two in room, $17 to $25 per day.

DEATH VALLEY VIEW HOTEL: Open Oct. 15 to May 1.

American Plan. Running hot and cold water in each room. One in room, no bath, $5 to $7.50 per day, with bath, $7 to $9. Two in room, no bath, $9 to $12.50 per day, with bath, $12 to $15.

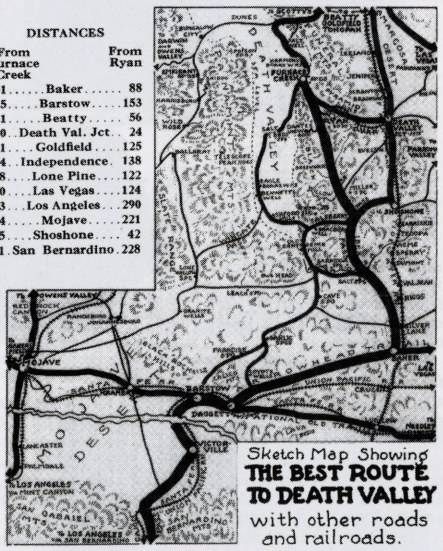
DEATH VALLEY JUNCTION: Open all year.

American Plan. Detached baths. One in room, $4.50 to $5.50 per day. Two in room, $8 to $10 per day.

BUNGALOWS AT RYAN: Completely equipped, one, two, or three sleeping rooms, living-room, kitchen, dining room, screen porches, electricity, steam heat, etc. For rent by day, week, or month, for housekeeping or in connection with meals at the Death Valley View Hotel. Apply for rates.

DISTANCES

From Furnace Creek		From Ryan
101	Baker	88
165	Barstow	153
41	Beatty	56
30	Death Val. Jct.	24
111	Goldfield	125
124	Independence	138
108	Lone Pine	122
130	Las Vegas	124
303	Los Angeles	290
234	Mojave	221
55	Shoshone	42
241	San Bernardino	228



Sketch Map Showing
THE BEST ROUTE TO DEATH VALLEY
with other roads and railroads.

For full particulars concerning schedules, fares, reservations, etc., consult any Union Pacific Passenger Agent, or the

DEATH VALLEY HOTEL COMPANY

1014 Central Bldg. Los Angeles, Calif. TU. 3564

sun silence and color

Santa Fe

1931—1932

▸▸▸▸ that's *Death Valley*

Mr. Ticket Agent:

This Death Valley—"El Valle de la Muerte" of the old Spanish days in California—is the latest "find" for those who seek warm, dry, sunny days in the desert—a region of rest and rare beauty.

Furnace Creek Inn is a most delightful place in which to rest. A wonderful place to spend the entire winter.

Here you may get away from crowds and cares.

Here you may prospect for the gold of rest and adventure—under a sun that tans.

Winter days in the saddle or in motor car, and winter nights that are quiet as the dawn.

The lure of sun-silence and color—awaits you.

To get there, this midwinter, **take The Chief or The Missionary,** get off at Ludlow, in California, thence a few hours by rail and motor to Death Valley.

We guarantee a unique travel experience.

The new Death Valley folder will greatly interest your patrons.

May we send copy?

Passenger Traffic Manager—Santa Fe System Lines

Chicago, October 15, 1931

Death Valley

In 1850 it meant death to adventurous gold-seekers, on their slow way to the California gold fields.

In 1931, however, it means renewed life, to health and pleasure-seekers, on their quick way to the California Coast.

Then – far-off and only reached in ox-wagons, a place to be shunned.

Now – close at hand, thanks to modern rail and motor lines, and a place to be sought.

But always, then and now, a region of desert quiet and beauty.

The desert lands are coming into their own.

Southern Arizona and Southern California owe much of their travel lure to their deserts.

In winter the desert has an indescribable charm.

Jagged mountains rim it. Colorful sands and tumultuous lava beds form its floor.

More than anything else, though, is its color. Reds and purples, yellows and oranges, are vivid or soft, as the sunrises and sunsets come and go.

Death Valley is in southern California, near the Nevada border.

It is a sunken valley, below sea level, the lowest in U. S. A.

The miles of its length are 150. And it is from 10 to 35 miles wide. Plenty of room for everybody and everything.

Eastward, the painted Funeral Range: across the southern end stretch the Avawatz Mountains; on the west the precipitous Panamints and the High Sierra; other ranges and peaks close the northern end. All around are great deserts – the Mojave, Colorado and Amargosa.

In winter, a most restful place, with invigorating air and soft winds. A place in which to escape business and the elbowing of crowds. A place in which to rest – and rest – and rest.

Furnace Creek Inn

On the floor of this unique Valley is luxurious Furnace Creek Inn, a metropolitan hotel in a desert.

Built at sea level, above the Valley floor, with the Funeral Mountains close by, it looks out on Furnace Creek Ranch, and, beyond, over a world of strange wonders. The Inn has wide verandas. Each guest room is an outside room. Within is a large lobby adjoining a commodious dining room and the solarium. The bedrooms each have a private bath. They are available en suite when desired. Cuisine and service are of the best. Rates; American plan, from $9 a day and up for one person; $15 a day and up for two persons in a room. Season, November 1 to May 1. And, lastly, don't forget the open-air swimming pool, nor the tennis courts, nor the nine-hole grass-covered golf-links.

Don't be disturbed by the uncanny names of valley and mountains and inn. Forget the nomenclature and just remember the new thrills – the thrills of tine desert roads, comfortable motors and a hotel service such as you are accustomed to expect at the notes resorts.

Side trips, too, to nearby and far away points, such as Dante's View, Zabriskie's Point, Twenty-Mule Canyon, Scotty's, the Salt Pools, Ubebehe Crater, the Sand Dunes and Golden Canyon. On horseback, if you prefer, or more quickly by motor car with a guide.

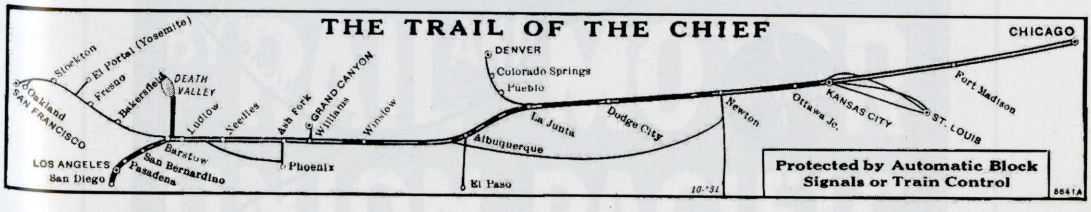
Getting to this "Valle de la Muerte" is an easy detour on the transcontinental trip via the Santa Fe.

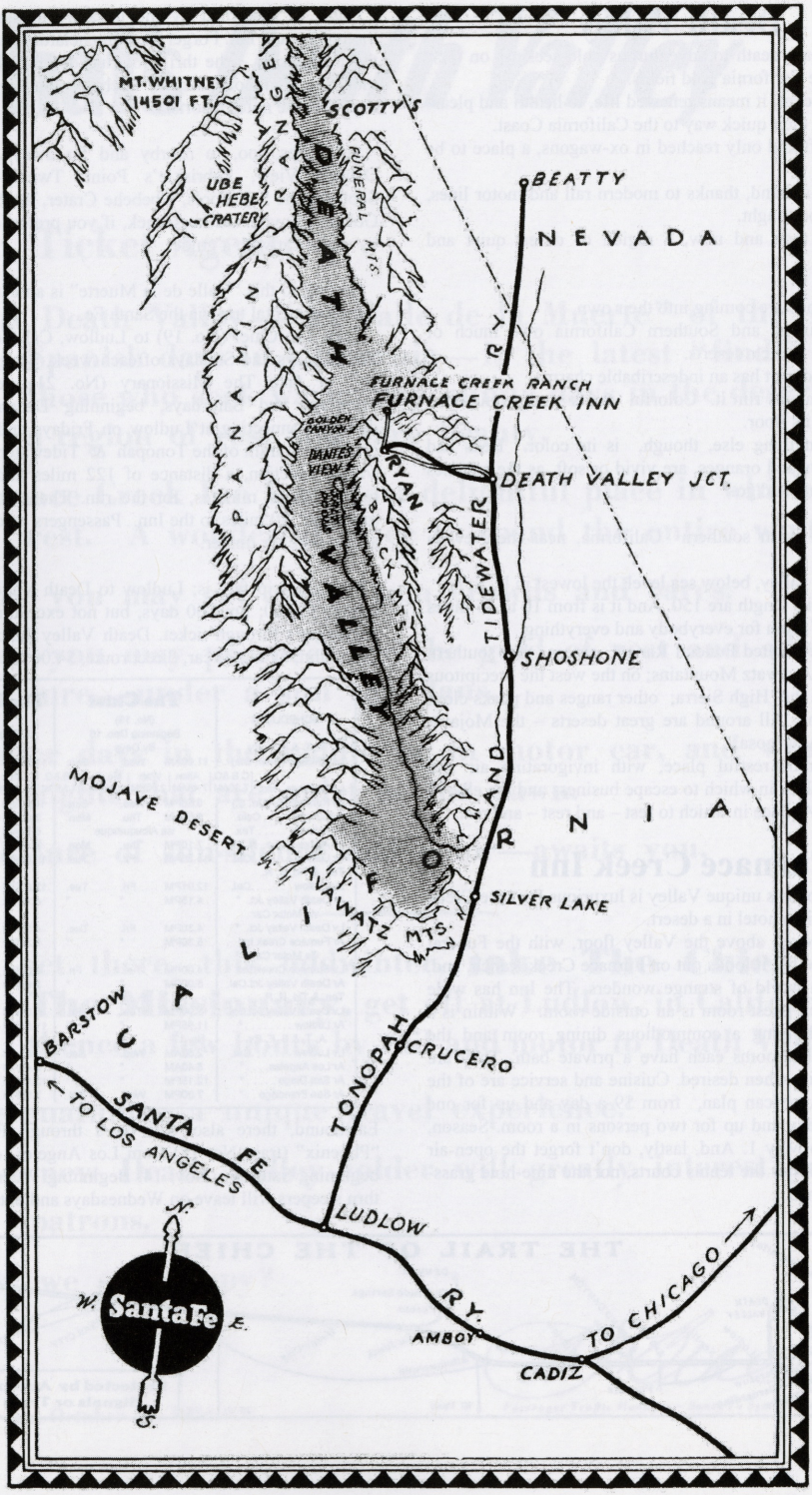
Take The Chief (No. 19) to Ludlow, Cal., leaving Chicago. Wednesdays and Sundays of each week, beginning December 16th or take The Missionary (No. 21), leaving Chicago Tuesdays and Saturdays, beginning December 15th both directly connecting at Ludlow on Fridays and Tuesdays with gas-electric train of the Tonopah & Tidewater R. R. for Death Valley Junction, a distance of 122 miles and requiring four hours, fifteen minutes, for the run. Thence, by comfortable motor car, 30 miles to the Inn. Passengers reach destination in ample time for dinner.

The side trip fare is; Ludlow to Death Valley Junction and return, $10.00; limit 60 days, but not exceeding final limit of passenger's through ticket. Death Valley Junction to Furnace Creek Inn, by motor car, direct route, $4.00 each way.

SCHEDULES	The Chief (No. 19) Beginning Dec. 16 By Days			The Missionary (No. 21) Beginning Dec. 15 By Days		
A. T. & S. F. Ry.						
Lv Chicago (Dear. Sta)	11.00AM	Wed.	Sun.	11.00PM	Tue.	Sat.
	C.B.&Q.	Alton	Wab.	Mo. P.	C.B.&Q.	Alton	Mo. P.	Wab.
Lv St. Louis . Mo.	7.30AM	7.45AM	2.00PM	2.02PM	11.55PM	11.55PM	11.59PM	11.55PM
Lv KansasCity (Un. S.)	9.50PM	Wed.	Sun.	10.25am	Wed.	Sun.
" LaJunta . . . . . Colo.	8.55AM	Thu.	Mon.	2.00AM	Thur.	Mon.
Lv Amarillo . . . . . Tex.	via Albuquerque			5.55AM	Thur.	Mon.
Lv Albuquerque . N. M.	7.10PM	Thu.	Mon.	2.15PM	Thur.	Mon.
Ar Ludlow . . . . . Cal.	11.26AM	Fri.	Tue.	11.05AM	Fri.	Tue.
Ton. & Tid. R. R.						
Lv Ludlow . . . . . Cal.	12.01PM	Fri.	Tue.	12.01PM	Fri.	Tue.
Ar Death Valley Jct. "	4.15PM	"	"	4.15PM	"	"
via Motor Car						
Lv Death Valley Jct. "	4.30PM	Fri.	Tue.	4.30PM	Fri.	Tue.
Ar Furnace Creek Inn	5.30PM	"	"	5.30PM	"	"
via Motor Car						
Lv Furnace Creek Inn	4.00PM	Tue.	Fri.	4.00PM	Tue.	Fri.
Ar Death Valley Jct.Cal.	5.00PM	"	"	5.00PM	"	"
Ton. & Tid. R. R.						
Lv Death Valley Jct.Cal.	6.00PM	Tue.	Fri.	6.00PM	Tue.	Fri.
Ar Ludlow . . . . . "	11.55PM	"	"	11.55PM	"	"
A. T. & S. F. Ry.	No. 17			No. 17		
Lv Ludlow . . . . . Cal.	2.52AM	Wed.	Sat.	2.52AM	Wed.	Sat.
Ar Los Angeles. . . . "	8.40AM	"	"	8.40AM	"	"
Ar San Diego . . . . . "	12.15PM	"	"	12.15PM	"	"
Ar San Francisco . . "	7.00PM	Wed.	Sat.	7.00PM	Wed.	Sat.

Eastbound, there also will be a through Pullman on the "Phoenix" (train No. 18) from Los Angeles to Death Valley, beginning Saturday, Nov. 14. Beginning Wednesday, Dec. 23 thru sleepers will leave on Wednesdays and Saturdays.




MT. WHITNEY
14501 FT.
SCOTTY'S
CASTLE
UBE
HEBE
CRATER
DEATH
VALLEY
FUNERAL
MTS.
BEATTY
NEVADA
RY.
FURNACE CREEK RANCH
FURNACE CREEK INN
GOLDEN
CANYON
DANTE'S
VIEW
BLACK
MTS.
RYAN
DEATH VALLEY JCT.
TIDEWATER
SHOSHONE
MOJAVE DESERT
AVAWATZ MTS.
SILVER LAKE
BARSTOW
CRUCERO
TONOPAH
SANTA FE
TO LOS ANGELES
LUDLOW
RY.
AMBOY
CADIZ
TO CHICAGO
SantaFe
N.
W.
E.
S.

DEATH VALLEY
WINTER TOURS

REGION OF MYSTERY, DESOLATION AND GRANDEUR

BY RAIL AND MOTOR
UNION PACIFIC

ITINERARY AND COST OF DEATH VALLEY TOURS

November 2, 1928, to April 26, 1929
Via Union Pacific-Tonopah & Tidewater
And Union Pacific Motor Stages
From Los Angeles Tuesdays and Fridays

Miles			
...	Lv.	Los Angeles (U. P.)	*9:30P.M.
		Through sleeper to Death Valley Jc.	
205	Ar.	Crucero	†4:30A.M.
...	Lv.	Crucero (T. & T.)	4:50 A.M.
301	Ar.	Death Valley Junction	8:15 A.M.
		Breakfast	
0	Lv.	Death Valley Jc. (D.V.R.R.)	9:00 A.M.
21	Ar.	Ryan	10:05 A.M.
		Two Hour Trip on "Baby Guage" R.R.	
		Luncheon at Ryan	
0	Lv.	Ryan (U. P. Motor Stage)	2:00 P.M.
12	Ar.	Dante's View	3:00 P.M.
0	Lv.	Dante's View	4:00 P.M.
12	Ar.	Ryan (D. V. View Hotel)	5:00 P.M.
		Dinner-Lodging-Breakfast	
0	Lv.	Ryan (U. P. Motor Stage)	‡9:00 A.M.
		Via 20 Mule Canyon and Mt. Blanco	
17	Ar.	Furnace Creek Inn	10:00 A.M.
		Luncheon	
0	Lv.	Furnace Creek Inn	1:00 P.M.
		Trip to Harmony Borax Works and Furnace Creek Ranch	
7½	Ar.	Furnace Creek Inn	3:00 P.M.
		Dinner-Lodging-Breakfast	
0	Lv.	Furnace Creek Inn	§8:00 A.M.
		(Union Pacific Motor Stage)	
14	Ar.	Salt Pools	9:30 A.M.
		(Via Devil's Golf Course)	
0	Lv.	Salt Pools	10:00 A.M.
11½	Ar.	Golden Canyon	11:00 A.M.
		(One Hour Tour in Canyon)	
0	Lv.	Golden Canyon	12:00 Noon
2½	Ar.	Furnace Creek Inn	12:30 P.M.
		Luncheon	
0	Lv.	Furnace Creek Inn	§2:00 P.M.
		U. P. Motor Stage, via Travertine Springs, Gower Gulch and Zabriskie Point	
14	Ar.	Ryan	3:30 P.M.
0	Lv.	Ryan (D.V.R.R.)	3:55 P.M.
21	Ar.	Death Valley Junction	5:00 P.M.
		Dinner	
0	Lv.	Death Valley Junction	6:00 P.M.
		(Through Sleeper to Los Angeles)	
96	Ar.	Crucero	9:15 P.M.
...	Lv.	Crucero (U. P.)	10:19 P.M.
301	Ar.	Los Angeles (Sat. & Tues.)	7:00 A.M.

*Tuesday and Friday. †Wednesday and Saturday.
‡Thursday and Sunday. §Friday and Monday.

COST OF THIS COMPLETE TOUR

From Los Angeles to Death Valley and Return, including all expenses for transportation (except sleeping cars) meals and lodging. **$53.25**. This amount, $53.25, provides for double occupancy of hotel rooms. For single occupancy of room at Ryan additional charge of $2.50 will be made, and at Furnace Creek Inn additional charge of $4.00.

Sleeping car rates are as follows: From Los Angeles to Death Valley Junction and Return—Lower Berth, $7.50; Upper Berth, $6.00; Drawing Room, $27.00.

If a longer stay in Death Valley is desired, the additional charge at Furnace Creek Inn will be, for one person in a room $10.00 to $15.00 per day; two persons in room $17.00 to $25.00 per day.

Rates at Death Valley View Hotel, at Ryan are, one person, $5.00 to $9.00 per day; two persons, $9.00 to $15.00, according to location and whether with or without bath. Tickets are good for 16 days.

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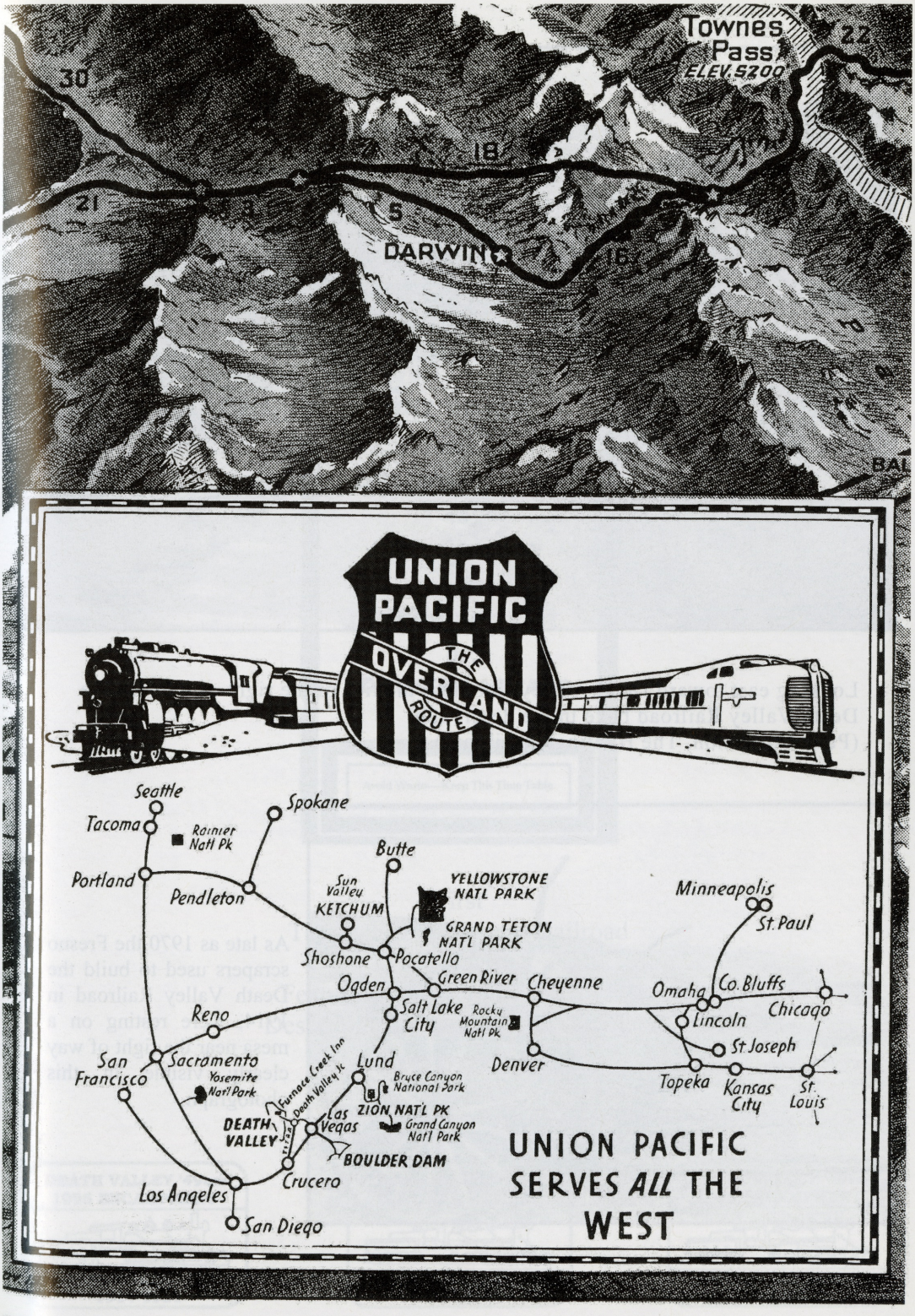
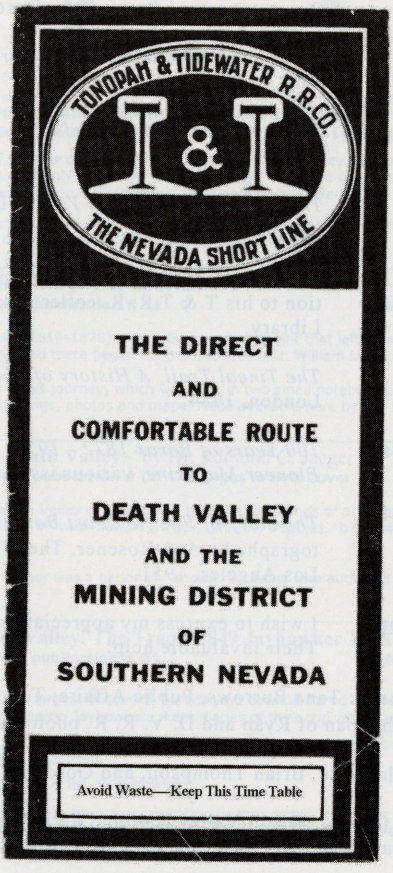
DEATH VALLEY FROM FURNACE CREEK HILLS

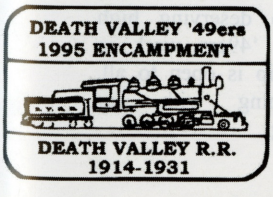

Townes Pass
ELEV. 5200
30
18
21
5
DARWIN
16
UNION PACIFIC
THE OVERLAND ROUTE
Seattle
Tacoma
Rainier Natl Pk
Spokane
Butte
Portland
Pendleton
Sun Valley
KETCHUM
YELLOWSTONE NATL PARK
GRAND TETON NATL PARK
Minneapolis
St. Paul
Shoshone
Pocatello
Ogden
Green River
Cheyenne
Omaha
Co. Bluffs
Chicago
Reno
Salt Lake City
Rocky Mountain Natl Pk
Lincoln
St. Joseph
San Francisco
Sacramento
Yosemite Natl Park
Furnace Creek Inn
Death Valley Jct
Lund
Bryce Canyon National Park
Denver
Topeka
Kansas City
St. Louis
DEATH VALLEY
Las Vegas
ZION NAT'L PK
Grand Canyon Natl Park
BOULDER DAM
Crucero
Los Angeles
San Diego
UNION PACIFIC SERVES ALL THE WEST

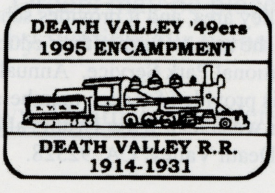
Looking east toward Death Valley Junction, the ties of the right of way for the Death Valley Railroad bake in the desert sun.
(Puck Collection, The Huntington Library)

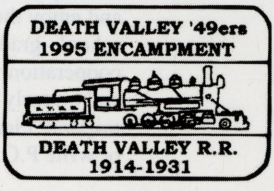
As late as 1970 the Fresno scrapers used to build the Death Valley Railroad in 1914, were resting on a mesa near the right of way clearly visible in this photograph.



First
Tonopah & Tidewater Railroad
TIMETABLE
Featuring Photographs And Text
Describing Death Valley's Scenery.
June 1, 1926







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Death Valley '49ers Organization Statement of Purpose

Death Valley '49ers, Inc. is a nonprofit, volunteer organization whose mission is to promote understanding and appreciation of Death Valley and its history. Its only source of funding is through memberships and donations. It holds an annual encampment in November in Death Valley for members to learn about, celebrate, and enjoy the Death Valley area, and it provides scholarships to deserving high school graduates from the area to further their education. The '49ers work in cooperation with the National Park Service. Annual membership is open to all, and a yearly Keepsake is provided for each membership in keeping with our mission. Please visit our website at www.DeathValley49ers.org
or write P.O. Box 338, Death Valley, CA 92328.

The Death Valley '49ers

Books

50 Years In Death Valley, Memoirs of a Borax Man by Harry P. Gower
Death Valley '49ers publication # 09 **164 pages in Soft Cover**

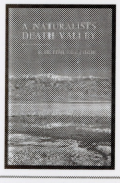
"A collection of reminiscence and anecdotes of the Death Valley area between 1909 and 1960. Mr. H. P. (Harry) Gower was not only a resident but had a major influence on the course of events in the region during those years." - *Dean Lemon, Life Director, The Death Valley '49ers*

"Harry P. Gower was not just a spectator but often a prime mover in events in Death Valley. Surveying for railroads, routing claim jumpers, and managing a pioneer resort hotel."
- L. Burr Belden, Past President, The Death Valley '49ers

The Lost Death Valley '49er Journal of Louis Nusbaumer by George Koenig
Death Valley '49ers publication # 11 **84 pages in Soft Cover**

Louis Nusbaumer (1819-1878), was a German immigrant that left New York City in March, 1849, traveled to Independence, Mo., and there began his trip overland with William Lewis Manly and John Rogers to California.

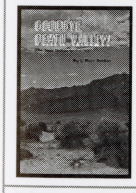
This is the story of his journey, which was kept in two small notebooks, recovered in 1966, illustrated throughout with drawings, photos and maps. Made available here by the Death Valley '49ers Organization.



A Naturalist's Death Valley by Dr. Edmund C. Jaeger
Death Valley '49ers publication # 05 **76 pages in Soft Cover**

A Naturalist's Death Valley is a primer to help the thousands of admiring visitors to Death Valley National Park get a general picture of wild flowers, trees, shrubs, reptiles, birds, insects, mammals, fossils and Native Americans.

Dr. Edmund C. Jaeger was a nationally known naturalist who authored many books on the flora & fauna of California.

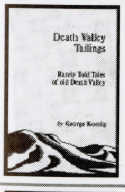


Goodbye, Death Valley! The Tragic 1849 Jayhawker Trek by L. Burr Belden
Death Valley '49ers publication # 04 **68 pages in Soft Cover**

This work traces the largest of several parties who became mired in Death Valley during December 1849. Two members of this party, Jayhawkers, kept diaries of their trip which have been preserved.

They were consulted by the author along with a scrapbook and numerous letters kept by the Huntington Library in San Marino, California.

This work also includes a list of Jayhawkers.



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Death Valley '49ers publication # 13 **132 pages in Soft Cover & 144 pages First Edition Hard Cover**

Recaptured within these pages are stories that will help you to turn back the clock, and relive the historic past. This is a definitely different collection of Death Valley tales. Each provides a more complete picture of one of the most fascinating areas and eras of the Old West.

Subjects discussed include missing 1849 Death Valley Argonauts, gold and silver hunters, explores, map makers, and inscriptions left on rock.

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Death Valley '49ers publication # 03 **74 pages in Soft Cover**

This publication has been in print since 1955, but in this newly updated edition all the stories are true.

Mrs. Juliette Brier's account of her trek through the desert in 1849-50 and Russ Journigan's remembrances from the 1930s and 1940s are a wonderful addition, along with John Rogers Death Valley's Unsung Hero in 1849.

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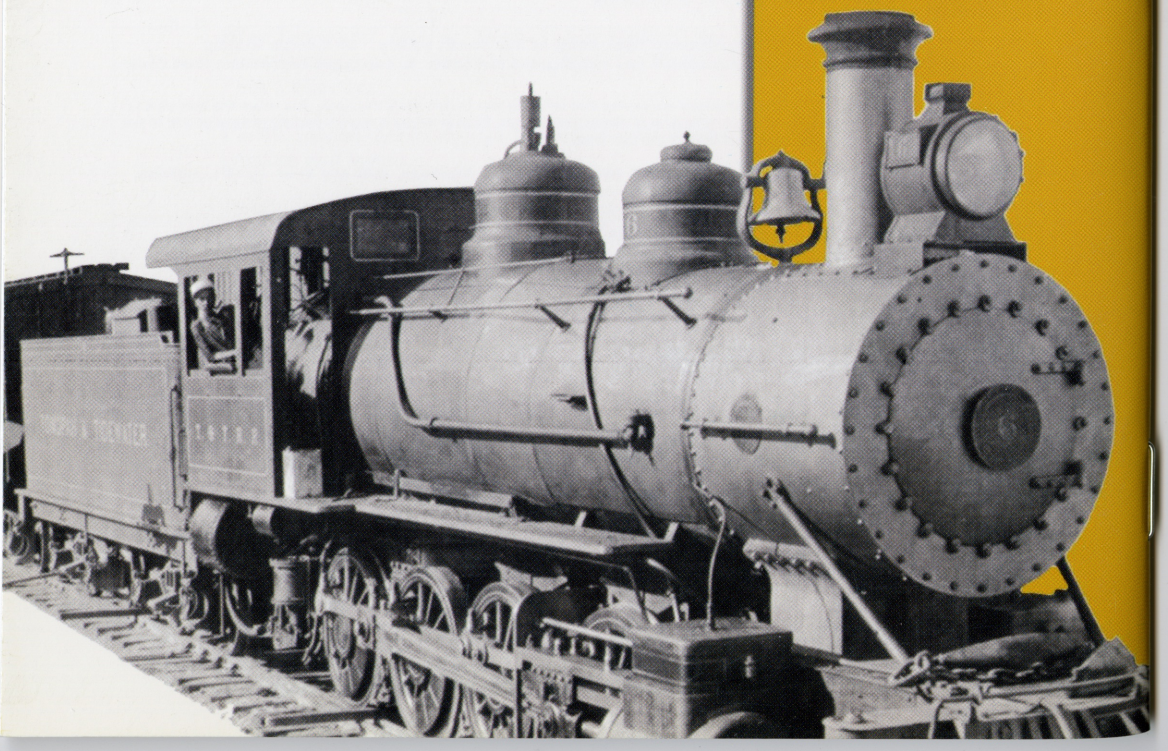
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